



DEPARTMENT OF THE ARMY
HEADQUARTERS, 18TH MILITARY POLICE BRIGADE
MANNHEIM, GERMANY APO AE 09058

REPLY TO
ATTENTION OF

AETV-MP-H

15 AUGUST 2006

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: Command Policy Memorandum # 24, Motorcycle Safety Program

1. **References.** See Annex A.

2. **Purpose.** There has been an alarming increase in accidents involving motorcyclists across the Army, including USAREUR. Motorcycling is an inherently dangerous activity but can be made relatively safe through quality training and leadership involvement. This policy will outline the provisions of the Brigade Motorcycle Safety Program.

3. **Program.** The brigade program will consist of 7 aspects:

a. Identification of motorcyclists. During reception and integration counseling of new Soldiers it is imperative that leaders at all levels identify their Soldiers who ride motorcycles. To get an honest answer you have to ask the question: "Are you licensed to ride a motorcycle? Do you own a motorcycle? Are you licensed to ride a motorcycle in the states? What state? Show me." It is the responsibility of the Company Commander to ask the same questions when conducting the required interviews before signing the license of Soldiers in your command. Additionally, it is common knowledge that personnel can order/purchase motorcycles through AAFES while serving overseas, this includes deployments. Leaders must use the reintegration period after deployment to identify Soldiers who may possibly have ordered a motorcycle during deployment. Again, ask the question during counseling.

b. Inspection and registration. In USAREUR it is required that you have your vehicle inspected and re-registered annually.

c. Initial Qualification Training. The USAREUR Motorcycle Safety Program and Driving Program in AE Regulation 190-1 prescribe motorcycle licensing requirements in USAREUR. Basically, USAREUR personnel wishing to obtain a Motorcycle license must have a current MC endorsement from their appropriate state licensing agency, must have attended an MSF Basic or Experienced Rider Course in the last three years, attended the USAREUR motorcycle orientation (four hours) and passed a written test.

d. Refresher Training. At a minimum, Soldiers assigned to the 18th Military Police will attend a MSF approved course every three years IAW Army and USAREUR Policy. Additionally, Soldiers who deploy, or have not ridden their motorcycles for a period of 9 months for any reason, will attend a MSF approved course before riding their motorcycles. Soldiers of the brigade, who have not ridden their motorcycles for a period of 5 months or longer, for any reason, will attend training as outlined by the brigade motorcycle safety training program. The training will be provided by the unit or brigade by an instructor approved by the Brigade Commander. The brigade motorcycle safety training program is outlined at annex B.

e. Retraining. Commanders at all levels have the authority to direct retraining of motorcyclists who demonstrate poor and/or unsafe riding skills, or for those who violate this policy or higher headquarters policies. Commanders may require Soldiers to attend a MSF approved course or may use the brigade motorcycle safety training program, whichever they deem appropriate.

f. Composite Risk Management. CRM is the acronym for inculcating safety in all we do. Motorcycling is inherently dangerous and it is imperative that our motorcyclists develop good riding habits that may save their lives. I challenge all leaders to ensure our motorcyclists apply risk assessment to their sport. Leaders will use the oak tree counseling model prior to long weekends, leaves and passes to ensure that all Soldiers, to include our motorcyclists, complete a risk assessment prior to long weekends and planned trips IAW Army in Europe Command Policy Letter 3, complete the Army Safety Management Information System (ASMIS)-2 POV Risk Assessment module which can be found on the USACRC website at <https://crc.army.mil/home/>.

g. Motorcycle Mentorship Program.

1. The Army Chief of Staff has endorsed the concept of motorcycle mentorship and the formation of installation motorcycle clubs (as allowed by AR 210-22). The purpose of these clubs is to establish an organization where less-experienced riders and seasoned riders can create a supportive environment of responsible motorcycle riding and enjoyment. Such an environment leads to positive conduct and behavior, serves as a force multiplier, and supports motorcycle accident-prevention programs. A sample club charter is available on the USAREUR Safety website.

2. In conjunction with the formation of community motorcycle clubs, the Motorcycle Mentorship Program will allow veteran riders to pass on their knowledge, training, experiences, and safety skills to new motorcycle riders. Motorcycle mentors will have an opportunity to get to know their Soldiers and, by practicing their leadership, teaching, and coaching skills, will become better leaders. We will rely on these volunteer individuals to show our young riders what "right" looks like. Commanders should use the United States Army Combat Readiness Center (USACRC) Motorcycle Mentorship Program to structure a mentorship program in local motorcycle clubs.

3. I will identify and appoint, on orders, a Brigade Senior Motorcycle Mentor and an alternate. Each battalion will also identify and appoint a Senior Motorcycle Mentor and alternate. The mentors at all levels will work together to ensure the success of the mentorship program. Commanders will identify all riders, inexperienced and experienced, and will ensure their motorcycle mentors interview motorcyclists and identify the inexperienced riders and team them with an appropriate seasoned rider. I encourage all riders to forge a bond with your partner and develop riding skills and teamship. Motorcycle mentors must be involved in the training, refresher training and retraining conducted at all levels in the brigade.

4. **Enforcement.** Riding a motorcycle in USAREUR is a privilege that will be revoked if riders exhibit unsafe behavior either on or off a motorcycle. Commanders may restrict or prohibit an individual's privilege to operate a motorcycle and will consider violations of regulations and policy when making line-of-duty determinations. All Soldiers must notify their commander before they buy, rent, or borrow a motorcycle. Leaders, regularly conduct spot-checks, look for MSF training cards and proper motorcycle license endorsements.

5. **POC** for information concerning this policy should be directed to the Brigade Safety Officer at 382-5629, the Brigade Senior Motorcycle Mentor at 382-5629, or the undersigned at 382-5600.

"EVER VIGILANT!"


MARK S. SPINDLER
COL, MP
Commanding

DISTRIBUTION:

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ANNEX A (REFERENCES) to 18th Military Police Brigade Motorcycle Safety Program.

REFERENCES

Policy Letters

USAREUR Motorcycle Safety Campaign, dtd 27 Mar 06

21ST TSC Policy Letter 4, Motorcycle and Privately Owned Vehicle Safety, dtd 2 Jan 06

DOD Instruction

DOD Instruction 6055.4, DOD Traffic Safety Program

Army Regulations

AR 210-22, Private Organizations on Department of the Army Installations

AR 385-10, The Army Safety Program

AR 385-55, Prevention of Motor Vehicle Accidents

Field Manual

FM 100-14, Risk Management

Army in Europe Publications

AE Regulation 55-1, United States Army Motor Vehicle Operations on Public Roads

AE Regulation 190-1, Registering and Operating Privately Owned Motor Vehicles in Germany

AE Regulation 385-55, Prevention of Motor-Vehicle Accidents

AE Pamphlet 385-15-6, Small Unit Composite Risk Management

Army in Europe Command Policy Letter 3, Safety

Miscellaneous Publications

Memorandum, Chief of Staff of the Army, 28 December 2005, subject: Motorcycle Mentorship - Ride Smart, Ride Safe, Team Up!

(https://crc.army.mil/riskmanagement/driving_pov/MMP/CSA_Signed_MMP.pdf)

U.S. Army Motorcycle Mentorship Program

(https://crc.army.mil/riskmanagement/driving_pov/MMP/MC_Club_Mentor.doc)

U.S. Army Motorcycle Safety Guide

(https://crc.army.mil/riskmanagement/driving_pov/mcycle_guide.doc)

ANNEX B (Brigade Motorcycle Safety Training Program) to 18th Military Police Brigade
Motorcycle Safety Program.

1. Motorcycle Riders in the 18th Military Police Brigade are entitled to the finest training which will enable all to enjoy the sport of motorcycle riding safely. The brigade motorcycle safety training program is designed to keep safety foremost in the minds of all who own and operate motorcycles.

2. The program is outlined as follows:

a. Module 1 – Policy Review. Review all policies applicable to personnel assigned to or employed by the brigade and emphasize their responsibilities concerning obeying and enforcing these policies (DODI 6055.4 motor vehicle safety, CSA letter, USAREUR Motorcycle Safety Campaign dtd 27 Mar 06, 21st TSC Policy Letter #4 and CG ltr dtd 4 Apr 06, 18th MP Bde Policy ltr ## Brigade Motorcycle Safety Program).

b. Module 2 – Got Risk/Vignettes/PLR's. Review the available Got Risk reports, the vignettes supplied by the USAREUR CG in his safety program as well as the most recently available preliminary loss reports and then to discuss the issues and concerns raised by all of the incidents discussed and ways to avoid the causes of the incidents or accidents.

c. Module 3 – CRM. Discuss Composite Risk Management and apply it to motorcycling. The risk assessment process will be reinforced.

d. Module 4 – Motorcycle Mentorship. The motorcycle mentorship program will be outlined and encouraged.

e. Module 5 – Safe Riding. Safe riding will include the following subjects: PPE and the regulatory requirements of using, riding in Europe, riding straight, and SEE, TCLOCS, SLPR. The preceding acronyms will be explained.

f. Module 6 – Riding Drills. The drills will be the last module and will start with an illustration and discussion on paper in the classroom. After the classroom portion riders will move to a prescribed training area where the drills will be practiced. The drills will consist of maneuvers that may be required during execution of skills during situations that seem to be part of many accidents involving motorcycles. The drills may be altered at subsequent sessions but will initially focus on: 1) Obstacle avoidance and negotiation. 2) Turning at different radii, 90 deg, 180 degree, loops. 3) Stopping, brake use, stopping in curves, emergency stopping.

3. The training will be presented as follows:

2 hours – classroom – modules 1 through 5,
UTC – drills.

4. The training will presented by the brigade senior motorcycle mentor and alternate with assistance provided by those experienced riders screened and approved by the senior mentor and the Brigade Commander.